AAAE Certified Member Training Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Questions

1. What was required of airport sponsors following the establishment of the DLAND program?

A. To charge commercial rates for usage

B. To have a management company in place

C. To allow public use without discrimination

D. To primarily focus on cargo services

2. Which type of AAAE training focuses on badging and credentialing processes?

A. ACE Trusted Agent

B. ACE operations

C. ACE security

D. ACE communications

3. 14 CFR Part 107 pertains to which of the following?

A. Pilots and air traffic control

B. Small Unmanned Aircraft Systems

C. Passenger safety regulations

D. Commercial flight operations

4. What does capacity refer to in the context of airspace?

A. The ability of an airport to handle aircraft landing

B. The capability to manage a volume of traffic over a specified time

C. The number of airports in a region

D. The maximum number of aircraft that can be in the air at once

5. How should a sponsor define a NEPA action?

A. Estimate project costs before approval

B. Obtain final funding from federal agencies

C. Review if the action is on the CatEx list and consider Extraordinary Circumstances

D. Publicly announce the project details prior to submission

6. Federal procurement requirements apply primarily to which processes?

A. Private sector contracts

B. AIP money and TSA grants

C. Local government projects

D. Emergency procurement procedures

7. Which type of airspace is considered uncontrolled?

A. Class C airspace

B. Class D airspace

C. Class G airspace

D. Class E airspace

8. What is required for the RSA according to regulations?

A. Must be paved with asphalt

B. Nothing except fixed by function and frangible

C. Must be located at the midpoint of the runway

D. Must be equipped with lighting

9. Which classification is held to the same standards as Class I airports?

A. Class II

B. Class III

C. Class IV

D. None of the above

10. Which types of security programs are included in the Airport Security Program?

A. Basic, Advanced, and Surveillance

B. National, Local, and Supporting

C. Complete, Supporting, and Partial

D. Primary, Secondary, and Tertiary

Answers

1. C
2. A
3. B
4. B
5. C
6. B
7. C
8. B
9. A
10. C

Explanations

1. What was required of airport sponsors following the establishment of the DLAND program?

A. To charge commercial rates for usage

B. To have a management company in place

C. To allow public use without discrimination

D. To primarily focus on cargo services

The establishment of the DLAND (Disadvantaged Business Enterprise, Lawfully Authorized Airport, National Defense) program emphasized the importance of equitable access to airport facilities. As part of this commitment, airport sponsors were required to allow public use of the facilities without discrimination. This requirement aligns with the principles of ensuring that all individuals and entities, regardless of their background, have fair access to aviation services and opportunities. The focus on non-discrimination underscores the broader goals of the aviation industry to promote inclusivity and support diverse businesses and users. Allowing public use without discrimination not only fulfills legal and ethical obligations but also enhances community engagement and reflects the airport's commitment to serving a broad range of aviation interests. The DLAND program's requirements help to create a more inclusive environment, ensuring that opportunities are available to all stakeholders in the aviation ecosystem.

2. Which type of AAAE training focuses on badging and credentialing processes?

A. ACE Trusted Agent

B. ACE operations

C. ACE security

D. ACE communications

The correct choice focuses on the ACE Trusted Agent training, which is specifically designed to address issues related to badging and credentialing processes at airports. This training equips members with the necessary skills and knowledge to manage and implement security measures, ensuring that personnel who require access to secure areas are properly vetted and issued credentials. ACE Trusted Agent training emphasizes compliance with security regulations and best practices related to who can access restricted areas within an airport environment. As badging and credentialing are critical components of airport security operations, this training plays a vital role in maintaining safety and security standards, making it a fundamental aspect of airport management. The other training types, while important in their respective areas, do not focus on the specific processes involved in badging and credentialing. ACE operations primarily deals with the broader functions and management of airport operations, ACE security focuses on overall security protocols and measures without a specific emphasis on credentialing, and ACE communications is centered on the communication strategies and techniques used in the airport environment.

3. 14 CFR Part 107 pertains to which of the following?

A. Pilots and air traffic control

B. Small Unmanned Aircraft Systems

C. Passenger safety regulations

D. Commercial flight operations

14 CFR Part 107 specifically governs the operation of Small Unmanned Aircraft Systems (UAS), commonly referred to as drones, in the United States. This part establishes the framework for the commercial use of drones, outlining the requirements for remote pilot certification, operational limits, and other safety protocols necessary for the safe integration of drones into the national airspace system. Part 107 permits activities such as aerial photography, surveying, and inspections, provided that operators comply with regulations on altitude, visibility, and airspace restrictions. The other options involve areas regulated by different parts of the Federal Aviation Regulations (FAR). For example, regulations related to pilots and air traffic control are governed by different sections, as are passenger safety and commercial flight operations. Thus, while they are critical aspects of aviation regulation, they do not fall under Part 107. This highlights the specific focus of 14 CFR Part 107 on the operational standards and requirements for small unmanned aircraft systems.

4. What does capacity refer to in the context of airspace?

A. The ability of an airport to handle aircraft landing

B. The capability to manage a volume of traffic over a specified time

C. The number of airports in a region

D. The maximum number of aircraft that can be in the air at once

Capacity in the context of airspace is fundamentally about the capability to manage a volume of traffic over a specified time. This includes the ability of air traffic control systems, procedures, and the physical airspace itself to support a certain number of aircraft operating safely and efficiently within that space at any given moment. It takes into consideration factors such as the complexity of air traffic routes, the efficiency of air traffic management, the weather conditions, and the capabilities of air traffic control technology. Thus, understanding capacity is crucial for optimizing the flow of air traffic, enhancing safety, and minimizing delays. While the ability of an airport to handle aircraft landing pertains to its operational aspects, it does not encompass the broader concept of airspace capacity, which is more aligned with the overall management of air traffic within the designated airspace. Similarly, the number of airports in a region or the maximum number of aircraft that can be in the air at once do not accurately define airspace capacity, as they either reflect geographic distribution or absolute numbers without considering the dynamic nature of air traffic management.

5. How should a sponsor define a NEPA action?

A. Estimate project costs before approval

B. Obtain final funding from federal agencies

C. Review if the action is on the CatEx list and consider Extraordinary Circumstances

D. Publicly announce the project details prior to submission

A sponsor defining a National Environmental Policy Act (NEPA) action should focus on whether the action is included in the Categorical Exclusion (CatEx) list, and also consider any Extraordinary Circumstances that may apply. This is critical because NEPA establishes a framework for evaluating the environmental impacts of proposed federal actions. If an action falls under a CatEx, it indicates that the action is not likely to have a significant environmental effect and therefore may not require a detailed environmental assessment or an Environmental Impact Statement (EIS). However, even if an action is on the CatEx list, it is essential to evaluate whether there are any Extraordinary Circumstances—such as significant environmental impacts—that could necessitate further review. This dual consideration helps ensure that environmental factors are properly addressed in the project planning process. The other options do not address the key components of determining a NEPA action. Estimating project costs before approval pertains to project budgeting rather than environmental review. Obtaining final funding from federal agencies is subsequent to the NEPA process, and while publicly announcing project details is important for transparency and community engagement, it does not relate to the definition and assessment of a NEPA action.

6. Federal procurement requirements apply primarily to which processes?

A. Private sector contracts

B. AIP money and TSA grants

C. Local government projects

D. Emergency procurement procedures

Federal procurement requirements are primarily associated with processes involving federal funds, which is why the choice regarding AIP (Airport Improvement Program) money and TSA (Transportation Security Administration) grants is accurate. These federal financial sources come with specific guidelines and standards that must be followed to ensure compliance with government regulations. When funds are received from federal agencies, the projects funded must adhere to the procurement practices outlined in federal law, such as the Federal Acquisition Regulation (FAR). This is critical to maintain accountability, transparency, and fairness in the use of taxpayer dollars. In contrast, private sector contracts are not governed by federal procurement regulations and can establish their own contract processes. Local government projects typically follow state and local procurement guidelines, which may vary significantly from federally mandated procedures. Emergency procurement procedures may be expedited in specific circumstances, but they do not inherently fall under federal procurement requirements unless federal funds are involved. Thus, the context regarding federal money and grants fittingly points to the relevance of federal procurement in that scenario.

7. Which type of airspace is considered uncontrolled?

A. Class C airspace

B. Class D airspace

C. Class G airspace

D. Class E airspace

Class G airspace is indeed classified as uncontrolled airspace. This type of airspace does not have the same level of air traffic control services as controlled airspace, such as Class A, B, C, and D, where air traffic control is actively involved in managing aircraft movements. In Class G airspace, pilots operate under Visual Flight Rules (VFR) and have the freedom to navigate without air traffic control clearances, although they must still adhere to basic right-of-way rules and maintain certain visibility and cloud clearance criteria. This level of autonomy allows pilots greater flexibility when flying in areas where air traffic is typically less congested. The other types of airspace, including Class C, D, and E, are considered controlled airspace. In these classifications, air traffic control services are provided to manage traffic and ensure safety, particularly around busy airports or in certain areas where air traffic could pose a risk. Therefore, Class G airspace's lack of air traffic control oversight is what categorizes it as uncontrolled.

8. What is required for the RSA according to regulations?

A. Must be paved with asphalt

B. Nothing except fixed by function and frangible

C. Must be located at the midpoint of the runway

D. Must be equipped with lighting

The requirement for the Runway Safety Area (RSA) according to regulations focuses on the area being "fixed by function and frangible." This means that the RSA must be free from obstructions that could pose a risk to aircraft and must contain features that do not create additional hazards in the event of an aircraft accident. The primary function of the RSA is to enhance safety by providing a buffer zone around the runway, which can help in reducing the severity of accidents. Being "frangible" refers to the ability of objects within the RSA to break away or collapse under impact, minimizing damage to the aircraft. While aspects like the surface material, location, and lighting can certainly contribute to the overall safety and effectiveness of the RSA, the fundamental regulatory requirement is centered on the designated status of being fixed for function and frangible in nature. This understanding helps clarify why the other options may not align with regulatory standards. For instance, a specific surface material such as asphalt is not mandated in regulations, nor is a particular location like the midpoint of the runway needed. Additionally, while lighting can be beneficial for visibility, it is not a strict requirement dictated by regulations for the RSA.

9. Which classification is held to the same standards as Class I airports?

A. Class II

B. Class III

C. Class IV

D. None of the above

Class II airports are held to the same standards as Class I airports, which indicates that they meet the operational criteria set forth for higher-tier facilities. These standards typically involve safety regulations, operational efficiency, and infrastructure requirements that are stringent enough to ensure a high level of service and safety for passengers and aircraft. Class II airports often serve as primary hubs for regional air traffic, necessitating a capability to handle various types of aircraft and manage passenger flow efficiently. This is crucial for maintaining a reliable transportation network and ensuring that these airports can accommodate the demands placed on them, similar to Class I airports. In contrast, Class III and Class IV airports generally have different operational capabilities and criteria reflecting lower levels of air traffic and service demands. Therefore, they do not operate under the same stringent standards as Class I airports, making Class II the applicable classification in this context.

10. Which types of security programs are included in the Airport Security Program?

A. Basic, Advanced, and Surveillance

B. National, Local, and Supporting

C. Complete, Supporting, and Partial

D. Primary, Secondary, and Tertiary

The Airport Security Program encompasses various layers and components designed to ensure the safety and security of airport operations. The correct classification of these programs includes Complete, Supporting, and Partial security measures. "Complete" security programs refer to those that address all necessary aspects for a thorough security strategy, encompassing every required element such as personnel training, physical security measures, and technology deployment to mitigate risks effectively. "Supporting" security programs complement the complete programs by providing additional resources or measures that enhance the overall security framework, such as community awareness initiatives, collaboration with law enforcement, or specialized training sessions for airport staff. "Partial" security programs apply when certain elements of security are implemented but do not cover every possible area or need within the airport context. These may be suitable for smaller airports or during specific operational hours, where full security measures may not be feasible. Overall, the combination of these types recognizes a tiered approach to airport security, ensuring that varying levels of threats are managed appropriately while aligning with regulatory requirements and best practices in the aviation industry.